

Triumph Mayflower Club



Worldwide Membership

SUMMER ISSUE 2002 No. 104



"BIT SHARP ON CLOSING THOSE GATES, WASN'T HE?"

FLOWER POWER

THE TRIUMPH MAYFLOWER CLUB

Club Officials for 2002-2003

CHAIRMAN AND SECONDHAND SPARES	Peter Benfield, Amberley, Crindle Carr Lane, Thornton-le-Moor, Northallerton, N. Yorks DL7 9DZ Tel: 01609 761260
VICE CHAIRMAN	Tony Booth, 1 Parkside, Hensington Gate Woodstock, OX20 1UR Tel: (01993) 811642 E-mail: tonyboothmanuals@btconnect.com
GENERAL AND MEMBERSHIP SECRETARY	John Oaker 19 Broadway North Walsall, West Midlands WS1 2QG Tel: (01922) 633042 E-mail: johnchoaker@btinternet.com
NEW SPARES SECRETARY/ ACTING EDITOR	John Gogay Cherry Hinton, Orchard Way Wilmington, Kent DA2 7ER Tel: (01322) 221493 E-mail: johngogay@breathe.com
TREASURER	Phil Benson 4 Dunlin Close, Redhill, Surrey RH1 5HJ Tel: (01737) 772202
RALLY SECRETARY	Howard Pryor 12 Park Road, High Barnet, Herts EN5 5SQ Tel: 020-8440 8623 E-mail: howard.pryor@btopenworld.com
CLUB HISTORIAN	Steve Coulman 23 Park Street, Messingham Scunthorpe, S. Humberside DN17 3RU Tel: (01724) 762061 E-mail: mayflowerhistorian@nicouls.globalnet.co.uk
ORDINARY MEMBER No. 1	Tony Thorpe
No. 2	Forbes Alexander
No. 3	David Miller
No. 4	Paul Norton

When writing to a committee member and you require a reply, please enclose a
Stamped Addressed Envelope

Please note that all the above committee members fulfil their positions in their spare time and not
as a full-time occupation, so when contacting them other than by letter, please ensure that
you choose a reasonable time of day

CONTENTS

EDITORIAL	Page 2
CHAIRMAN'S REPORT	Insert
NORTHERN RALLY	Page 4
LETTERS	Pages 12 - 17
FRONT SUSPENSION REBUILD	Pages 18 - 19
FORTHCOMING EVENTS	Page 8
RALLY SECRETARY'S REPORT	Pages 21 - 24

Cover: Cartoon from one of the early fifties car magazines

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Editorial

Time to stand down

TIME STANDS still for no man and so I fill it every day. I have a hectic work and social calendar and I find something has to give for a while.

My children are young and demanding and I am going to be there while they still want me and aren't too embarrassed by me.

I didn't think that *Flower Power* would take so much time to throw together, but it does. So I'm standing down for a while, hopefully to return in the future if I'm asked.

I can write for Britain on all sorts of cobblers, and frequently do, however, it would have been easier with more contributions

Web-sites

Club Site

[www.
triumphmayflowerclub.com](http://www.triumphmayflowerclub.com)

Club Historian Site

[www.users.globalnet.co.uk/
~nicouls/mayweb2.htm](http://www.users.globalnet.co.uk/~nicouls/mayweb2.htm)

from the majority of the membership. Still, you didn't really want to listen to the mad ramblings of Chairman Coulman did you?

John Gogay has volunteered to act as editor until a new one has been found. So all material for future magazines should be sent to him at Cherry Hinton, Orchard Way, Wilmington, Kent DA2 7ER or E-mail at johngogay@breathe.com. See you at the Rally.

MAYFLOWER

BLACK

Outside of the car is good
for the year

Bumpers are terrible
Wheels and tyres are terrible

Exhaust needs replacing
Interior needs a complete
refurbish

Runs very well and
the MoT ended June 2001

Non-transferrable age-
related number

£750 ono

Jerry, Farnborough, Hants

Tel: 0790 441 3933

tr4triumph@yahoo.co.uk

Federation of British Historic Vehicle Clubs

*Annual Conference, March
2002*

John Stevens volunteered at the AGM to represent the TMC at the FBHVC. The FBHVC exists to protect the freedom of classic vehicle enthusiasts and operates via the international organisation, FIVA, to lobby the European Parliament at Brussels.

The FBHVC looks at European and UK motoring legislation and tries to influence changes where possible and appropriate.

From the conference on March 10 it became clear that a whole new raft of regulations is in the pipeline.

Whilst the FHBVC is concerned with the interests of classic vehicle owners, most of the legislation will affect all vehicle owners and operators.

For further information contact John on 01354 658727 - day; 01354 659745, evening or E-mail john@coventryspires.fsnet.co.uk

Mayflower — Heaven & Hell

A Mayflower Owner stood at the heavenly gate, his face was scarred and old. He stood before the man of fate for admission to the fold.

"What have you done," Saint Peter said, "to gain admission here?" "I've been a Mayflower owner, Sir," he said, "for many and many a year." The pearly gates swung open wide, Saint Peter rang the bell. "Come in and choose your harp," he cried, "You've had your share of hell!"

Tech Tips . . .

Insert the piston with the lower oil ring on from underneath. The top 3 rings can be fitted from above and lessens the chance of breakage.

If working on an engine overhaul renew all the core plugs and take the opportunity to clear out the water galleries, especially at the rear around pot 4! To ensure a water-tight fit gently flatten off the plug on an oil stone, but not too much!

Slow to register oil pressure gauge? Detach the pipe from behind the dash and start the engine with a cloth over the end. Watch the crude ooze out!

Northern Mayflower Rally

THERE IS now't so grand as a gathering of 'Flowers tha know's! So turn up at this years Northern meet at the 8th Ripon Old Cars Rally on Sunday, 14th July at Clotherholme Farm, or I'll set me whippet on ya! (I can get away with this coz I'm a Yorky!).

The TMC has paid for a Club stand at this rally and needs *your*

WANTED **Contributions for Flower Power No. 105**

**PLEASE KEEP THE
LETTERS AND
E-MAILS COMING IN**

Anything about
Mayflowers,
Rallies, Autojumbles, etc

Send to:
Acting Editor, John Gogay
by post or E-mail

For Sale 1952 TRIUMPH MAYFLOWER

in Maroon

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Grey leather, rechromed,
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1200cc Herald engine &
gearbox fitted 3 years ago,
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steering ball joints and speedo
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£1600

**Dave Miller (833)
Belper, Derbyshire, UK
Tel: 01773 821996
eves/wkends**

support and attendance to resurrect
the Northern meet.

The rally is in aid of the
Yorkshire Cancer Research and
there is a £2.50 entry fee.

The Chairman has written to
'Northern' members directly but
all are welcome — let's gerrout of
'ouse fa day!

Annual General Meeting 2002

*Alumwell school, Walsall
March 17 2002*

Attendees: John Oaker; Steve Coulman; Tony Booth; Tony Thorpe; Malcolm Barnsley; Fred Newman; Eddie Copson; John Gogay; Howard Pryor; Peter Benfield; Phil Benson; John/Helen Stevens; and Maurice Wilkes.

Apologises were received from Paul Norton and Terry Gordon

Minutes of previous AGM were accepted as a true record.

Chairman's Report

Peter welcomed everyone to the AGM, conducted introductions and gave his report. Last year the foot and mouth epidemic (UK) played havoc with classic car rallies. Now that it has been eliminated I can't help but feel that

***Don't forget
your spare
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The Spares Secretary.*

the coming months will give classic car owners new enthusiasm.

I have already attended two rallies and an autojumble and the spirit is optimistic.

I hope Mayflower owners will also enjoy showing their cars at rallies this summer worldwide.

I never cease to be amazed as to where Mayflowers come out of storage as I received a call from a new member in Darlington who had acquired one from a barn in the village I moved from two years ago!

No one told me of this car under my very nose! I found a second car outside a farm on the road just outside of Thirsk.

Up to a year ago it had lived in the Motherwell area of Scotland and was unknown to the Club. How many more are there?

I have been asked to organise a Mayflower Club stand at Ripon Old Cars rally in aid of 'Yorkshire Cancer Research'.

It has been agreed by the Committee that the entrance fee be paid by the Club and I have sent invitations direct to 15 members in the north, though anyone can attend - The 2002 Northern Meet. The rally is at Clotherholme Farm, Ripon on Sunday 14th July at 10:00hrs. Please contact me on 01609 761260 for further details.

I have had some bodywork done to the bottom edge of the rear wings and whilst my Mayflower was off the road I took the

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Just send your advertisement to
The Acting Editor
John Gogay

opportunity to modify the engine to take a modern spin off oil filter. The oil from the pump is directed to the filter by an ingenious sleeve over the drive shaft and then back into the main oil gallery.

Come and see it at the Northern Meet and National Rally.

Browsing through "The 100 worst cars ever sold in Britain" by Giles Chapman I found our car covered by some history and photos. We shouldn't be too despondent as Morse's Jaguar MkII 2.4 is included as we are not the only under powered car!

Happy Mayflowering and see you at the above rallies.

Membership Secretary's report

When I started this role in 1993 there were 147 members. Numbers have been relatively constant with a peak in 1997 of 167 and low of 144 in 2001. This year we stand at 150 members World-wide — 115 UK and Ireland; 19 USA and

Canada; three Australia and New Zealand; six Europe; one Japan and six Honorary.

There is always much correspondence from all over the world and I've replied to more letters than ever trying to trace cars, registration numbers, payment of fees etc. UK membership fees may be now be made by Standing Order.

Treasurer's Report

The Club is financially sound and Phil recommended that the annual subscription fees should remain unchanged.

This was put to the vote and accepted unanimously.

New Spares Secretary's Report

It had been a quieter year generally and sales were down accordingly.

Front Windscreen, rear window, and door rubbers had been remanufactured. Quarterlight rubbers were still available but only

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manufactured to order. Parts to be manufactured this coming year included head gaskets and manifold gaskets.

Secondhand Spares Secretary's Report

Enough spares had been despatched over the past months to build three Mayflowers! The job was interesting and rewarding but storage was a constant problem with some spares still at Jim Smethurst's house, despite his resignation from the post nearly two years ago!

There is no particular pattern to what members want which makes it all the more difficult to decide on what to keep or discard. Engine blocks bored out to 60 thou can go but who is to strip them down and where will all the ancillaries go?

This all takes time and space! The consolations of the job were that Peter spoke to many members and could put some in touch with others in the same locality regarding parts and help/advice.

Refurbished steering idlers are now available for £35.00 on an exchange basis. Remanufacture of the flexible oil pipe is being pursued. Six clutch operating rods had been made up.

The opening balance for the year was £253.24 and it now stands at £450.05.

Can any members help the Club with storage of larger spare items such as doors, bonnets, wheels,

gearboxes etc? You might not need them now but what about the future! Please contact me on 01609 761260 if you can help.

(It's a shame that so few members could be bothered to supply Stephen Coulman with a list of their spares held for a Club wide directory of member's spares so information could be exchanged on a central/managed basis — Ed)

Editor's report

Stephen Coulman gave his resignation from this post. He had enjoyed it very much, and would return to it in the future if asked, but the demands of *Flower Power* impacted very much on his young family's time. John Gogay said he would be willing to act as editor until one could be found.

Rally Secretary's Report 2002

We had an excellent year in 2001 with 21 Mayflowers attending the annual rally.

We are still learning and are aware of some of the shortfalls of the day, however the choice of venues with the alternative interest seems to be popular and we will continue to seek out places not yet visited.

Hatton Country World seems to be a great choice for 2002 with alternative attractions such as craft shops, animals etc. We hope it is popular with members and we can pass 21 Mayflowers.

The following Concours revision is hoped to attract more members by not penalising them for a change from the five recognised body colours or by arriving late because of a breakdown etc.

We are still talking with the ETC's and hope that future rallies will be with all four clubs as this year we rally with only the Roadster Club. The Pre 1940s and Renowns are going it alone this year, though we are invited to their rallies which we should also try to support.

The future is looking good, see you there!

**Concours d'Elegance
Regulations (Revised March 2002)**

Every member is automatically entered into the concours by arriving at the Annual Rally in a Mayflower.

Entry to Concours is free to every fully paid up member.

Competing cars must enter and leave under their own power and

must be legally driveable on public roads. including the display of a current road fund disc.

Prizes to be awarded as follows:

Best Visitors — car selected from the visiting car area.

Distance Award — made to the member driving the furthest to the Annual Rally in a Mayflower, in a direct route from his /her home to the venue.

Chairman's Cup — awarded by the Chairman, Vice Chairman or the Committee for outstanding service to the Mayflower club (discretionary).

Achievement Shield — awarded by the Chairman, Vice Chairman or Committee (discretionary).

Top Five Awards — awarded to the owners of the top five cars achieving the highest marks in the Concours.

Concours d'Elegance - awarded to the owner of the car achieving

Forthcoming Events etc . . .

27th October 2002 — The National Restoration Show.National Agriculture Centre, Stoneleigh, Warwickshire. Advance tickets and information on 01568 797881.

30th June — Make a date in your diary for our National Rally, in conjunction with the Triumph Roadster Club, at Hatton Country World. Unfortunately the Pre-1940s Club will not be with us and the Triumph Razoredge Club are doubtful, having not yet confirmed. With an outstanding 21 Mayflowers in attendance this year we need YOU to help us reach 25+. Centrally located Hatton Country World is five minutes from junction 15 of the M40. Take the A46 to Coventry and leave at the first exit turning left onto the A4177 and then follow the signs. The venue has many farming attractions, children's activities and a shopping / crafts village. More information next edition of *Flower Power*.

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56,000 miles. Runs but needs new head gasket (supplied)
Spare windscreen - £1500

Mike Francis (704), Dyfed, Wales, UK - Tel: 01554 770011

1953 MAYFLOWER

Black, in useable condition. MoT to August 2002
Bumpers rechromed. Spare engine and gearbox
House move forces sale and loss of neighbours garage!

£1750 ono

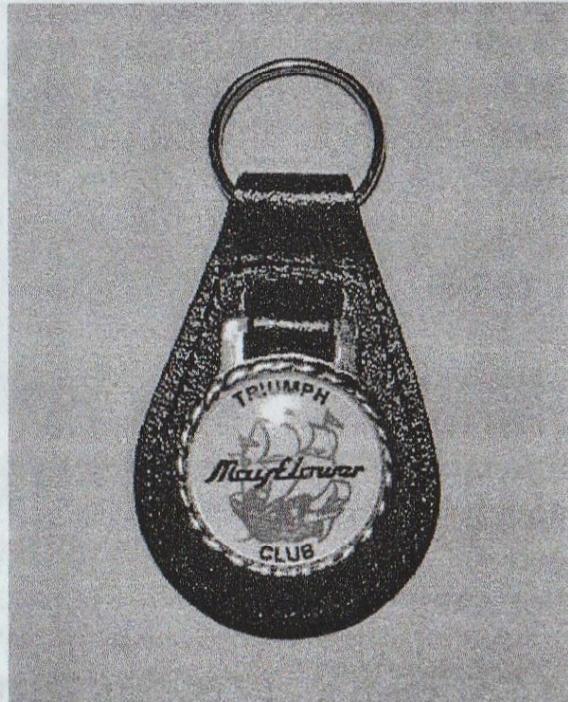
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Salisbury, Wiltshire, UK - Tel: 01722 331803

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the highest overall marks in the Concours.

George Jeary Award — awarded to the owner of the car deemed most original by the Concours judges.

Back Seat Memorabilia — awarded to the best period theme display inside a Mayflower.

Judging

There will be two to four judges, divided into singles/two pairs and each judge/pair will award for only one of the two categories listed below:

Category one — Body work and Chromium plating.

Category two — Interior and engine bay (also taking into account the underside of the car).

All Awards will be decided on the total marks from all the judges. By this method no individual judge will know the final score until all the scores are added up. Judges will judge early arrivals without any penalty to later arrivals.

In the case of a tie the judges will be asked to make a further inspection on the other category. All cars will be judged as original and marks will not be deducted for additional safety items, listed separately, unless a modification is judged to be clumsily or poorly carried out.

Permitted changes to cars without penalty are:

Change of colour to any component, including additional chromium plating; incorrect size radial tyres; additional rear lights; flashing indicators; reupholstery to original pattern; additional accessories.

The Committee may decline to make an award, or awards, if they consider the standard of the particular entrant, or entrants, insufficiently high when compared with the standards of other entrants or those of previous events.

The Committee and/or Judges decisions are final and marks will not be published.

Clarifications

These rules will allow cars to deviate from the existing five colours and cars will not be penalised for being a shade different. However, cars will be penalised if the colour is not in keeping with the period and it is out of character.

Additional chrome plating will be allowed, but if the plating is judged to be of poor quality then marks may be deducted. Marks will also be deducted if the chrome plating is not in character.

Under no circumstances will additional chromium plating earn additional marks.

Forbes Alexander Noncourse Award — This has been suspended until a better application can be found as unfortunately it turned

FLOWER POWER

into the wooden spoon. It was originally meant to encourage and support Mayflower owners attending the Annual Rally in cars which were not 'A1', i.e. rolling restorations. Any and all ideas to re-evaluate are welcome.

Lady Driver Award — This award is suspended indefinitely.

Election of Officers

All officers, except Stephen Coulman, were re-elected to their present posts. The following further Officers were elected to strengthen the club

Technical Officers — Malcolm Barnsley, Norman Ward, Eddie Copson and Howard Pryor.

Triumph Forum Rep — Tony Booth.

FHBVC Rep — John Stevens.

Unfortunately no one was able to take on the role of Editor which remains vacant.

General forum

A discussion took place on product liability regarding second hand spares sold by the club. It was agreed that Phil Benson look into this matter and report back to the Committee.

EARLY 1951 MODEL FOR SALE



HWS 52, maroon/beige interior

Small rear window, drop door handles, V5 document

Offers in the region of £750 inherited from father

David Finn 07855 377330

*Letters
... and E-mails*

Shocking

Hi!

I have now found a Danish supplier of shocks who has ones for the Mayflower (and all other old/new cars). The price was £24 each + VAT, so that was not so bad.

He had all the measurements for the shocks so if anybody can use them here they are: front 192/287 mm, rear 295/486 mm. For both front and rear the piston diameter is 25.4 mm.

*Christian Jensen, Denmark,
www.logst.dk*

Wanted in USA

Dear Stephen

My father won a Triumph Mayflower at the New York Auto Show in 1952 and it arrived two weeks after I was born.

We had it until the late sixties, when he couldn't find parts for it any longer, and then he sold it! I want one now.

Do you know of any for sale in the States? Ours was black with a bright red leather interior. What a wonderful car!

Janet Struckell

email address: jstruckell@msn.com

*Can any US members help Janet? —
Ed*

Still overheating?

Dear Steve,

I admired the kick up the backside you gave the majority of us and so I'm contributing to the mag. (good lad!)

I read that members are having overheating problems so — apart from the obvious like blocked radiator core, worn water pump impeller etc — I should like to say that whilst rebuilding my engine I removed the corroded core plugs from the block for replacement.

I found the water jacket choked up with sludge, especially around number four cylinder where the least amount of circulation takes place.

With the core plugs removed and the head off it was easy to

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1953 MAYFLOWER

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New brake and fuel lines, new wiring loom, stainless steel exhaust. Triumph laurel deep green, red interior
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Peter Slater (681)
Herts, UK
Tel: 01279 658139

pressure wash the water jacket and it was surprising how much gunge came out. Also cleaning the head water parts, which were also half blocked, is bound to help.

It helps to keep engines topped up with anti-freeze to stop further corrosion.

Jim Jarret (911)

(Funnily enough — I can't stop laughing! — XMG 7 is still running hotter than he used to, despite my recent efforts, and the core plug at the back of the block has just started to weep, just like me. When I replace it in the near future, engine in-situ, I'll make sure I clear out the water jacket. How will I do it with the engine in-situ you ask? Remove the circular disc in the bulkhead/firewall and do it from inside the car! Thanks to Phil Benson for the top tip.) — Ed

The wedding Mayflower — LKV 558

Dear Steve

Once upon a time in a dark dingy garage in a little town called Swanley, Kent, England a dark green 'taxi' remained locked away under a dustsheet.

Many years growing up, my brother and myself were instructed not to touch or play in or around the green taxi under the sheet.

Years passed and still the car stayed in the same place, myself as a child wondered why, as my father at the time was a taxi driver. At the age of nine we moved from our little town to Larkfield in Kent.

This posed a problem as the car (still under the sheet) wasn't driveable. A trailer arrived and the lovely green car was transported to our new home and, you've guessed it, was placed in the garage under a dustsheet for a few years to come.

As I grew older, I learned that the car was a family heirloom passed from Grandfather to Grandson and wasn't a taxi after all.

Because no one was allowed near the taxi, lemonade was hidden in the boot away from tiny hands (except I knew where it was) and a mountain of polishing rags were piled high on the seat inside, for the day when the car was to be renovated.

In 1999 I announced to the family that I was to be wed in July 2001 and that I would like the old Triumph to take my mum and the bridesmaids to the church.

Firstly my dad went white, then he felt a bit dizzy, but finally he exclaimed that the car would be ready in time for the wedding.

You'd think with only two years he would start work straight away, but no the car remained under the dustsheet in the garage for further six months.

FLOWER POWER

After a little light prodding and the thought he might have to pay for another car for the bridesmaids he set to work on fixing the car.

I was advised at this stage from my wise father that this wasn't a problem as the paintwork had already been done 20 years previous and it was just the engine and main working parts that needed fixing.

He forgot to mention that the car was on blocks as there were no tyres. So by this stage, a year and a half to go it had changed, I was now white and feeling a bit dizzy.

Anyway at break neck speed (not) my dad contacted the 'parts man' from the Mayflower Club.

Well the saga went on, every time I went round to dad's he was climbing out from underneath the Mayflower. Dad was banned from time to time from entering the house, leaving him to strip in the garage.

Finally the day came when the car was unveiled and was started for the first time in 20 odd years!

The story goes that two people in the garage, standing near the exhaust were not visual from the driver's seat as my Dad started the engine for the first time. They were not visual afterwards either as they were covered in a black cloud from the exhaust.

A month before the wedding the maiden journey arrived "the trip to the Mayflower Rally" at Quainton Road, Aylesbury.

After leaving at about 5.00 am we arrived at the rally to see 21 fantastic Mayflowers on parade!

The car was cleaned, polished and put away waiting the wedding. Now, we didn't really think about who was going to drive as Dad couldn't, he would be following in the car behind.

This job was given to a trusted friend from childhood who was given a two hour crash course in how to drive the old car. Those of you who drive one will know this is quite a feat!

The day arrived and the car was unveiled. It must be said that the person who was the most nervous on the day was the driver of the Mayflower. The bridesmaids and Mum were loaded into the car, and after a few hairy moments, the car made it to the church on time.

I am told my Grandmother was ushered out of the church to see the Mayflower arrive and when the car went past she said to her friend "My dad used to own one like that, I wish they could of got ours ready for the wedding".

A pram suspension U-turn later she realised that this was in fact "the car"!

The second most beautiful thing at the wedding was the bride and the car stole the show. But, I'm not bitter, it was lovely to see the green taxi out from under that sheet!

*Yours a satisfied Bride
Karen Gray (Barnsley)*

Lost Flower

Hello John (Oaker)

Ian Watt here with, as usual late, £20 renewal subs. No excuses, just complete memory failure.

I doubt if I'll ever use the Flower again, it was never mine, it belongs to my boss who certainly said to me years ago he'd give it to me when I retired (last October). So I restored it, a lot of it in the firms time and some of their money (well mostly).

However, now he says I misunderstood him, he said I could use it for shows anytime I wanted (his memory is worse than mine).

I am disappointed, however I'll stay in the club, may be I'll get a Flower of my own (Norma where's your purse).

I have a Triumph 2000 Mk I (1968) which I've been going to weld, paint, polish, make look better for years now, so that's keeping me out of the pub.

A 2000 is not the same fun to drive, its modernish, it goes around corners fast, it cruises at 70 mph but is still has a Flower trait. It overheats in slow traffic (must fit a Kenlowe fan if I remember).

My main worry about the old Flower is the bosses sons. If any of them (three) take it out and try drying it around our narrow roads here like they do their BMWs, wow! They're in for a shock.

Sorry John I'm waffling on, hope I've not brought a tear to your eye, perhaps a smile. Thinking about a 25-30 year-old boy racer trying to corner a Flower on a right angle bend at 35 mph. I'll try and get the leftovers for secondhand spares!

*Regards Ian Watt (792)
38 Stephens Drive
Inverkeithing, Fife KY11 1DF*

NZ rescue

Hi John (Oaker)

Thank you for your quick reply re the Triumph Mayflower Club info. My Mayflower is in quite good condition as it had been sitting in a farm shed for the last six years or so, previous to that it was used everyday.

It has had the gearbox redone and a new head was put on the engine a few years ago.

After receiving the car a mate of mine, who is very handy on older cars, helped me get the engine running etc. The body has no rust and is in good condition although it does need a repaint (which will be black).

I have taken the small dash panel off and all the bakelite switches out as most of them were broken due to age I guess.

I've also taken the seats out as they will be recovered and at present I've made patterns for the door interior panels plus the rear parcel shelf and I'll cover those myself.

I've managed to locate five other Mayflowers in a wrecking yard in the North Island and I sent them the list of parts I need: dash switches; left sunshade; steering wheel; interior door handles; etc.

Apart from that everything is okay and all electrics work fine. I have to rechrome the hub caps and the bumpers but the front grille is perfect.

I had never heard of Triumph Mayflowers before I received mine but I'm really enjoying it and when it's finished it will be used often as I'm the manager of a backpackers and I'll put the name of our business on the side doors.

All the best.

*Don Speden
Empire Hotel, New Zealand
empirehotel@xtra.co.nz*

Triumph manuals for sale

Dear all

I have a First Issue (April 1951) of the Triumph Mayflower Service Instruction Manual, sections A to P, in its original binder and a Body and Underframe Repair Manual, again in original binder.

Would any of your members be interested?

*Murray Roberts
Tel: (day) 01631 559241
(evenings) 01631 567037*

My 2002 rally apologies

Dear Howard

Despite looking forward to doing my bit towards beating last year's record of 21 cars at the annual rally, I thought it prudent to forewarn you that I may not be able to make it this year.

Although I hasten to assure you that my Mayflower is in the finest of fettle, I am not so certain that I myself would pass an MoT at the moment.

To be brief, for some years now I have suffered from ME, a debilitating little ailment which has been controlled, for the most part, by medication.

Unfortunately, just after Christmas, my ME got worse and the medication I was taking became ineffective.

I have been off work since then and do not envisage any improvement in my health until alternative medication has been found which will restore me to more or less normal life. However, I cannot see that happening for at least a couple of months.

Although it is almost certain that I shall be unable to attend the rally, I have no doubt whatsoever that your efforts and those of the committee will make it, as ever, an entertaining and successful occasion.

Best of luck, Chris Naish (647)

Hats off

Dear John (Gogay)

Please find enclosed two baseball hats. One is the original club hat that you sent to me, the other is the new one that I had made for the club.

I realise that these hats are not as popular in the UK but they are big over here.

I had five hats made, my brother and I have two each and you now have the other one. Wear it and show it off, maybe it will catch on. If you do want any more just let me know. Enjoy.

*Peter and Dave Shoemaker
174 Shoemaker Lane, RR#5
Huntsville, Ontario
Canada P1H 2NS*

*I shall be wearing the hat at the rally
on June 30 — John*



*Peter's turbo Mayflower, 575 hp, 620
lbs torque, 6500 rpm*

Obituary

We are sorry to inform you of the sudden death of Bob Morris, chairman of The Pre-1940 Triumph Owners Club. The club sends its condolences to his family.

Distribute information!

by Steve Coulman

EVER WONDERED what the distributor number DKYH4A stands for? No? Well, tough because here it is!

D — distributor; KY — die-cast body with pressed steel contact breaker base; H — horizontal cable outlets; 4 — four cylinder; A — auto advance and retard.

Now you can sleep peacefully thanks to Andy Mace of the USA.

If you are on the Internet you should join the Mayflower E-Group triumph_mayflower@eGroups.com. There's a whole new Mayflower world out there! Where's me anorak!

Editor wanted

GOT TIME to put together a magazine? Want to write to the world? Want to make others suffer? Yes!! Then you should be the next editor of *Flower Power*.

Contact the club Chairman, Peter Benfield, on 01609 761260. Go on, you know you want to! Go on, go on . . . enter Father Ted; exit Stephen Coulman rambling idiot!

Front suspension rebuild

by Ed Copson

HAVING JUST finished overhauling my Mayflower's front suspension. The following may be of help to readers.

Probable components needed: Bottom trunnion sub-assembly (2 of 101557), front suspension repair kit (2 of), $\frac{3}{8}$ UNF tap, $\frac{3}{8}$ UNF die, sturdy vice, good tool kit and hydraulic trolley jack.

I estimate a good mechanic would take just over a day to complete this job with all components at hand and no over zealous cleaning and painting.

Stripping down:

Jack up car, place sturdy stands near the master cylinder, remove wheels. Throw the wheels under the centre of car for extra safety.

- 1) Remove hub and bearings (keep them clean).
- 2) Remove back plate and tie it up out of the way, do not let it hang on the pipe.
- 3) Remove track rod, use a ball joint remover. In the absence of a splitter a sharp smack with a heavy hammer at the end of the arm will shock the taper out.
- 4) Place a trolley jack under the suspension and just take the

weight of the car. Now start to remove the shock absorber (SA) by removing the lock nut at the top of the SA and then the other nut. Lower the jack, the SA may come away from the top a little.

5) Remove the four bottom nuts holding the SA. The SA can now be withdrawn. In the event of it being rusted in, leave the SA in place it won't hurt, it can be stripped later.

6) The next item is the dreaded coil spring. Mostly undo the six nuts holding the spring pan. The split pins will probably be rusted in and have to be sheared off and drilled out later. Place the trolley jack under the pan and take the weight then finally remove the nuts. Lower the spring down until all the tension is released. You may need to tap the bolts up and out of the way to save jamming.

7) Remove the eight bolts holding wishbone brackets to the chassis, this should now drop free.

8) Partly remove the nut from the upper wishbone ball joint and split with either ball joint remover or striking it with a big hammer.

9) The stub axle should now drop free.

10) Now remove the top wishbone by undoing the two studs and two nuts and bolts securing it.

11) The top wishbone is further dismantled by removing the ball joint and tapping apart the two halves.

FLOWER POWER

12) Check the SA, it should have resistance in both up and down directions.

13) Reassembly is the reverse of the dismantling.

14) Remove sheared split pins from all bolts. A good idea is to use the castle nut as a guide for the drill. Clean up all threads with the $\frac{3}{8}$ UNF tap and die useful to have also $\frac{5}{16}$ and $\frac{7}{16}$ tap and dies.

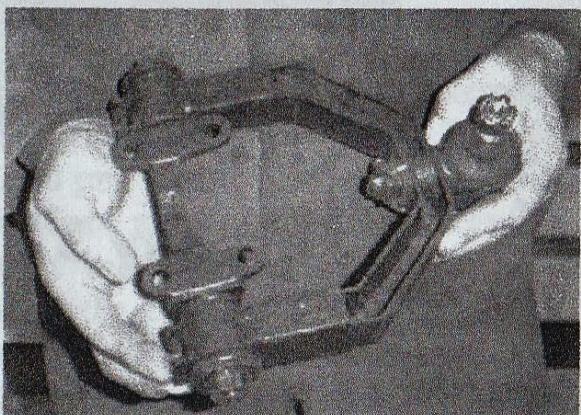
15) Push the bush out using the extractor tool and a sturdy vice, the bushes can be stubborn.

16) Clean up the hole, add lubricate, turn the extractor tool around, slide the new bush onto it and this time use it to guide the bush and keep it square whilst pressing it home. Don't forget to line the oil hole up.

17) Build up the stub axle. Screw the trunnion all the way onto the stub axle and then undo it about one turn. The wishbone bushes should be greased on assembly, the nuts on the ends of the shackle should be adjusted to give .004" to .008" end float.

18) Build up the inner fulcrum brackets with the new rubber bushes. They are difficult to assemble dry, *do not* use oil/grease, chalk if you have it, but I found I had to cheat and use WD 40.

19) Build up the top wishbone on bench and then fit it to the car.



Assemblying top wishbone

20) Assemble the stub axle to the car.

21) Insert the coil spring and jack up into position. Two long threaded bolts are very useful for pulling it into position.

22) Finally insert the shock absorber and bolt into position.

WANTED MAYFLOWER BY NEW MEMBER

Either respectable runner or one for restoration project

Details to:
Mr Hague on 01332 883593

The Footman James
Autojumble Automart
& Restoration Show

Sunday 3rd November 2002

**The Royal Bath & West Showground
Shepton Mallet, Somerset**

Open 9.30am – 4.30pm

Admission £5.00

Accompanied children under 16 FOC

**For further details phone 0117 907 1000
or visit our website at www.nwe.co.uk**

(Organisers of the long running Bristol Classic Car Show)

**Automart
Entry
£30 per
vehicle**

**Autojumble
Stalls £30**



**Classic ^{Autojumble}
MOTOR Monthly**

Rally secretary's report

Hatton

Country World

2002

A YEAR seems to come and go all to quickly these days, was it really a year ago that 21 Mayflowers were lined up at Quainton Road for our 2001 Rally, it seems like yesterday. The good bit is we can soon do it all again but at Hatton Country World.

Hatton has its own special attractions with craft shops and mini zoo in response to calls from our more northern members we have gone well past Watford which means we shall see a lot of those members who before thought that the travelling was just a little too far to go.

The Saturday evening meal which has now firmly established itself as part of the Rally is at the Honiley Court Hotel and Conference Centre, Hoiley, Warwick. Tel: 01926 484234.

Rooms with Dinner Bed and Breakfast is a special price for Triumph Clubs at £50 each or £75 for two nights, places may still be available so please ring quickly if you have trouble please ring me and I will try to help in any way I can.

Directions to the hotel: M40 J15 take the A46 north to Solihull;

after 2 miles take A4177 left, signed Solihull; follow A4177 (note signs for Hatton Country World, you'll need them Sunday); go through Hatton; after 1½ miles at roundabout bear right following A4177; the hotel is on the left after 1½ miles.

Saturday dinner

The evening meal will take place in the Warwick Room at 7.00 for 7.30 pm. The format will be similar to last years, with the exception that members will pay the hotel directly £17.50). Those staying at the hotel have the cost of dining included.

A selection of wines will be available from £10.95. The menu choices are as follows:

Starter — A) tomato and basil soup; B) honeydew and watermelon, raspberry and ginger compote; C) smooth Brussels pate, plum chutney, dressed leaves, melba toast.

Main course — E) chicken supreme stuffed with bacon and rosemary mousse, smoked garlic and plum tomato sauce; F) grilled cod loin, lemon dressed green salad, saute potatoes; G) spinach ricotta and wild mushroom tarlet, basil and pesto dressing.

Sweet — J) apple and blackberry pie with vanilla sauce; K) dark chocolate tart and sweet raspberry coulis; L) baked pecan and butterscotch cheesecake with toffee sauce.

Those intending to dine, whether resident or not, should send their menu choice to me by letter or E-mail by Saturday June 22 at the latest.

Sunday rally

The rally will start at 11.00 am formally, however, those arriving earlier will be the work parties (and Saturday afternoon), if you wish to volunteer please do, there is always something to do and many hands make light work!

Directions — from the Honiley Court Hotel (HCH) to Hatton Country World (HCW): leave HCH turning right along the A4177; after about 1½ miles you come to aroundabout where you bear left, still along the A4177; follow the A4177 to Hatton (1½ miles); turn right (B4439) signed HCW; after ½ mile at crossroads turn left (signed HCW). Disregard any signs to Hatton Park.

From the South East — at M40 J15 take the A46 to Solihull; after about 2 miles take A4177 left (signed Solihull); at a roundabout go straight ahead and note a brown sign to HCW 3 miles; pass sign 'Solihull 12 miles'; at next roundabout note sign for HCW, signed straight on (along this road there are signs to Hatton Park, ignore these); enter Hatton; turn left on to the B4439 signed HCW; after ½ mile take left turn at crossroads, signed HCW.

From the North West — M40 J16; turn left (north) along A3400; after

1½ miles turn right B4439; after 6 miles at crossroads turn right, signed HCW.

Again I rely on my usual helpers who I could not do without and my coerced volunteers who were told to volunteer (joke, these people are the people whom I know are attending and been asked to do jobs).

We will try to park our cars this year in a display, not just in a jagged straight line please be patient and understanding to help us to get it right.

The pass (on back cover) is to be displayed on your car, Mayflower or modern, so you will be directed to our designated area but the control point will first stop you and relieve you of £5 per car, this will go straight towards Rally costs of hiring the field, marquee, tea and coffee etc.

The use of personal BBQs is permitted by HCW and there is a butchers shop on site for you to purchase fresh meat should you wish.

We now have our judges set for the concours d'Elegance (rules printed in magazine) for what is hoped to be a more relaxing day. Most other parts of the day will be as usual as we have come to expect: free tea and coffee; raffle/tombola; good friends; good conversation.

Could the prize winners of 2001 please make sure they have their engraved trophies ready to return on the day or get it to a committee

FLOWER POWER

member in plenty of time for the rally.

Just a reminder of the competitions: Concours d'Elegance winner; Top Five Cars; Long Distance Award; George Jeary Award (most original); Back Seat Memorabilia; Chairmans Cup; Achievement Shield.

Everybody gets their personalised certificate of attendance (if booked in previously) or, if you are not definite, you will still receive your certificate unpersonalised, remember this is for all people attending in Mayflowers or modern plastic.

Please bring a raffle prize. Remember to order your spares from John Gogay or Peter Benfield, remember your exchange idler unit if purchasing one bring some money. I have three new white light ignition switch surrounds to sell (first come first served) plus I had a batch of choke/starter knobs made that will also be on sale.

And finally remember our record attendance is 21 cars, can we better this, we would have last year but for the breakdowns, overheating was the major culprit so be sure to do your final checks and be there.

Happy Mayflowering, Howard



THE HERITAGE CLASSIC INSURANCE RUN

6th OCTOBER 2002

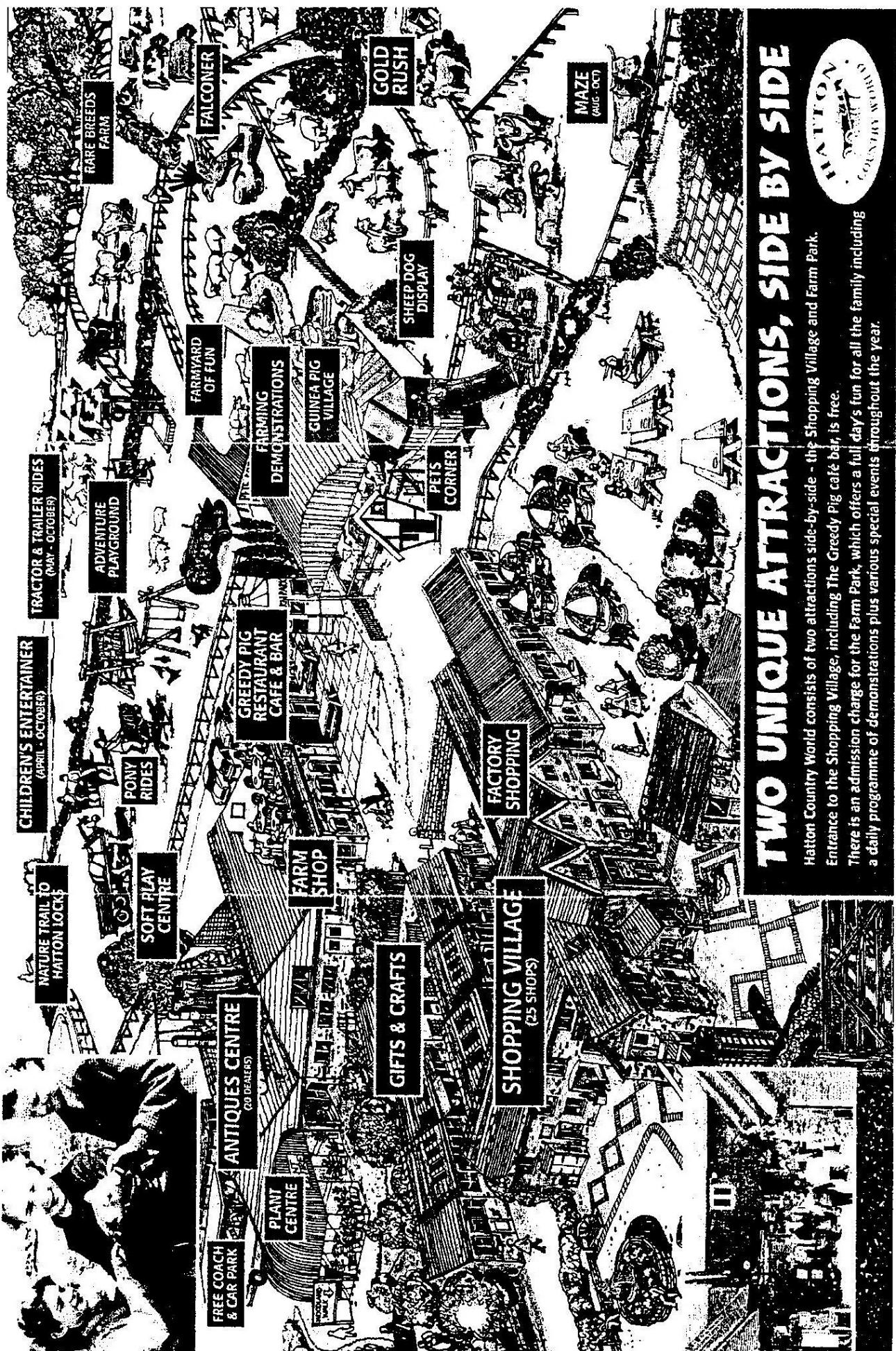
*For the Regulations and
Entry Forms Brochure contact:*

KEITH McGEE AT
MERLIN EVENTS, 38 KENMORE DRIVE
YEOVIL BA21 4BQ

Tel/Fax: 01935 474630

E-mail: merlinevents@hotmail.com

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TWO UNIQUE ATTRACTIONS, SIDE BY SIDE

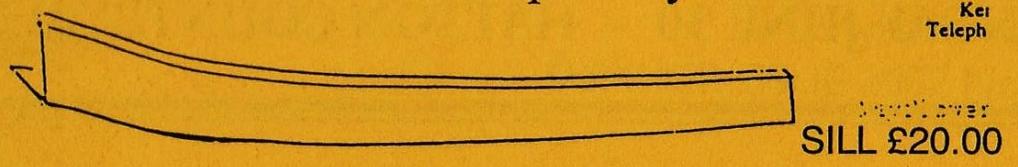
Hatton Country World consists of two attractions side-by-side - the Shopping Village and Farm Park.

Entrance to the Shopping Village, including The Greedy Pig cafe bar, is free.

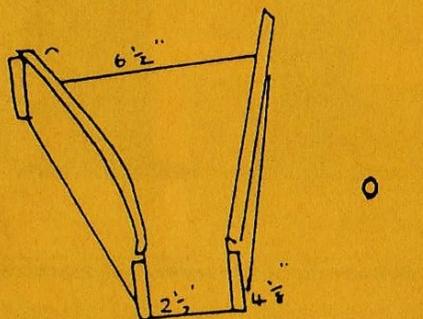
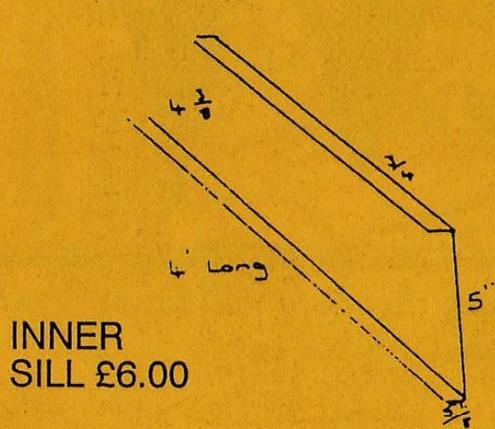
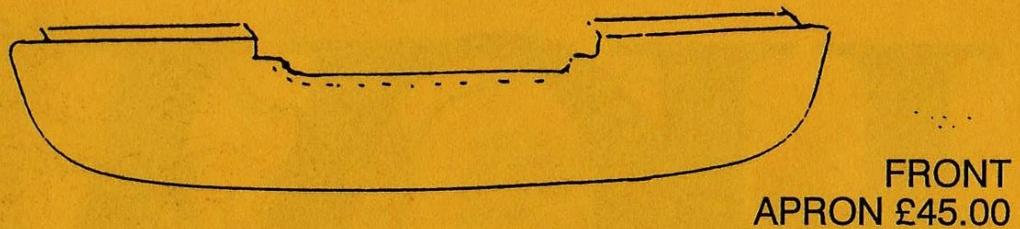
There is an admission charge for the Farm Park, which offers a full day's fun for all the family including a daily programme of demonstrations plus various special events throughout the year.

Classic Car Sills

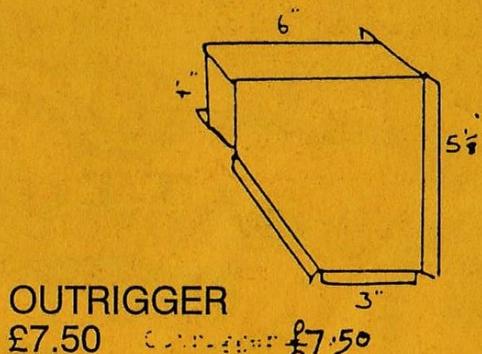
Parts for the Triumph Mayflower



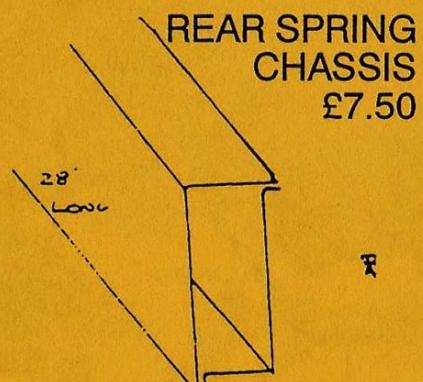
Key
Teleph



Inner sill £6.00



Outrigger £7.50



J. COLLIER

4 Mortimer Road, Kempston, Bedford MK42 8RE
Tel: 01234 840958 (Evenings) or 01480 477530 (Works)

Rally Pass

Triumph Mayflower Club & Triumph Roadster Club
Joint Annual Rally

SUNDAY JUNE 30 - HATTON COUNTRY WORLD

HCW

Vehicles, ancient and modern, displaying this logo will be directed to our rally area. Entry fee is £5 per car



Five minutes from Junction 15 of the M40. Take the A46 towards Coventry and leave at the first exit turning left onto A4177, then follow the signs.



Tel: 01926 843411
www.hattonworld.com